



TR TIMES

Kansas City Triumphs Sports Car Club

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Director's Drippings**By Steve Vehlewald, Director**

How quickly has the year gone by, we are going into December, the cold has arrived again, and the snow has made several appearances already in November. The up and down cold has worked well with most weekends being warm so far. Unfortunately, from the two snow storms the city has piled lots of salt in the cul-de-sac in front of the house. I have been wanting to tke my Spitfire out for a spin on these 60-degree days but the thought of driving down a heavily salted road changes my mind every time.



Since I cannot drive it, I thought I would work on some of the nagging problems with the car. The major issue I have on the Spit is my turn signal and horn had been working intermittently. Earlier in the year I purchased a new switch assembly and installed it and had working horns and turn signals again. The joy at getting the controls back was short lived. When I started driving, I discovered the manufacturer thought it would be a good idea to put a bend in the base of the turn signal shaft, so the end is ½ inch from the steering wheel. Every turn I made I was hitting the signal switch with my fingers, keep in mind the OEM part was 2 inches from the wheel. I lived with it for a while since I needed the switch. Last month I went back to the supplier and they said they were aware of the issue and fixed the problem and the “new” part will fit correctly. Well it was not fixed, and it was returned promptly, and I made them aware of the issue again. They offered to send a new one from the supplier claiming that they corrected the part. This supplier's replacement was also wrong.

They are in the process of sending a correct part from the manufacturer. I am waiting for this to arrive, but I am not hopeful this will work either. I am beginning to think they all order from the same parts manufacturer. I looked further east across the pond, and they have what appears to be the correct part, no bend in the shaft, but much higher priced. This will be my backup plan if the other part fails the test.

I am wondering if replacement parts are becoming a problem or is it just me? I recently discovered a slight radiator leak; do I dare order that part or should I have my wife order it instead? I am getting ready to start working on my TR6 and hope that my bad run on parts does not carry over to the TR6.... I will keep you posted.

Have a Happy and Joyous Holiday Season.



The Kansas City Triumphs Club Holiday Dinner



WHEN: THURSDAY, December 12, 2019

WHERE: Hereford House-Shawnee
17244 Midland Drive
Shawnee, KS 66217
Phone 913-268-8000

TIME: 6:00pm Social Hour
7:00pm -9:00pm Dinner

This year we have six selections for the dinner, you can pick one from any of the three price groups. The price indicated include *Tip, Taxes and a Desert* selection. *Limited to the first 55 reservations.*

Reservations needed by Thursday, December 6, 2019.

Dinner Options

Frontier \$31 Choice of one Entrée

Served with Hereford House salad, rolls with butter, green beans, whipped mashed potatoes, coffee and iced tea

#1 Twin Medallions*_{gf} | Twin 5oz. bacon-wrapped medallions, hickory grilled

#2 Hickory Grilled Chicken_{gf} | Twin boneless chicken breasts hickory grilled
and served with shallot demi-glace

Saddle Up \$39 Choice of one Entrée

Served with Hereford House salad, rolls with butter, green beans, whipped mashed potatoes, coffee and iced tea

#3 Prime Rib*_{gf} | 12oz. Hereford House beef, oven roasted with our own blend of special seasonings

#4 Chicken Piccata | Pan-seared boneless, skinless chicken breast topped with capers, artichokes, tomatoes and a white wine lemon sauce

Wild West \$43 Choice of one Entrée

Served with Hereford House salad, rolls with butter, green beans, whipped mashed potatoes, coffee and iced tea

#5 Kansas City Strip*_{gf} | 12oz. cut of the steak that made Kansas City famous

#6 Salmon*_{gf} | Oven roasted and topped with garlic herb butter

Return and send with your reservation and payment

Your Name(s): _____

Phone number: _____

Email address: _____

<u>Frontier</u>	<u>Price</u>	<u>Quantity</u>
#1 Twin Medallions	\$31.00	_____
#2 Hickory Grilled Chicken	\$31.00	_____
<u>Saddle Up</u>		
#3 Prime Rib	\$39.00	_____
#4 Chicken Piccata	\$39.00	_____
<u>Wild West</u>		
#5 Kansas City Strip	\$43.00	_____
#6 Salmon	\$43.00	_____

Total _____

Make check payable to "**Kansas City Triumphs**"

Mail selection form and check to:

Steve Vehlewald
20245 W 113th Terrace
Olathe, KS 66061



Record Price at Auction for a TR2

By Paul McBride

A Works Team TR2 that ran in the 1955 Le Mans 24 Hours Race recently sold in England at Silverstone Auctions for 332,662 dollars! PKV374 was one of three Triumph factory entrants. They all finished the race placing 14th, 15th and 19th overall.

The now infamous 1955 Le Mans race is remembered for the horrendous accident that killed 84 spectators and injured another 400. A Mercedes 300 SLR ran into the side of an Austin Healey and catapulted into the grandstands as a fragmenting giant fireball. Mercedes withdrew their remaining cars but the race continued.



The Triumph Team TR2's were nearly stock with some upgrades. Prototype Girling disc brakes were fitted to the front of PKV374 and 375 with 11" rear drums. PKV376 featured prototype 4 wheel Dunlop disc brakes. The Girling front discs became standard equipment on all TR3's in early 1957a first for production sports cars. A new low port head with 1¼ SU H6 carbs and a 22 gallon fuel tank were fitted. The single aero windscreen and a fabric tonneau cover (a safety improvement over the possible decapitating metal tonneau of the Jabbeke TR2) were the aerodynamic improvements.



During the race PKV374 driven by Leslie Brooke went off course into a sand trap becoming thoroughly stuck. Since no assistance was allowed Leslie used part of the transmission tunnel, which had been segmented to allow quicker access for service, as a scoop to dig out. Only later did he notice a spade stuck in the sand some yards away left there for just that purpose. It took him 1 and 1/2 hours to extricate the car and he was relieved by the co-driver back at the pits. PKV374 finished the race with only 2nd and 4th gears and overdrive.

After the race the future King Hussein of Jordan, who was attending school in England and had developed a fondness for motorcar racing, negotiated a deal with Standard Triumph and bought PKV374. He returned to England in 1956 to attend the Army Officers College with the TR2 painted in Jordan Livery Blue/white. It was soon sold. PKV375 and PKV376 were driven back to Coventry. So there is a Royal Provenance just not British Royalty.

As you can see from the photo it is stunningly beautiful, immaculate and... over restored. But...what the hey. It has participated in vintage races; note the stout roll cage and other changes for modern safety concerns. It was in the same family for 47 years and we are fortunate they saved a bit of Triumph Motorcar History!



Fall Foliage Run



A group of twenty three hardy souls from the Triumph and MG clubs were out on Saturday, October 19th for a Fall Foliage run and breakfast. Light rain limited the LBC's so a combination of daily drivers joined in.

The beautiful colors of Fall Foliage were not yet in evidence but the photo above envisions what we would have liked to have seen. The hilly and twisty two-lane Missouri back roads made for a great drive passing through the towns of Farley and Waldron.

Triumph Club members participating were Mark Gillissen, Warren Wood, Keith and Deborah Jordan, Steve and Carol Olson, Brock and Linda Hansen, Larry Taylor and Diane Paoletti.

Thanks to Larry Taylor for organizing this event!



Lake Garnett Grand Prix Revival October 13th



Michael Wilds in his TR3A lines-up with Gary Gumminger riding along as mechanic



Russ Sifers and Pam Gardner are ready to run in Old #13



Triumph Club Members Attending:

- Mark Gillissen
- Matt Jenkinson & Family
- Dave Mackintosh
- Patrick Murphy
- Steve & Carol Olson
- Russ Sifers & Pam Gardner
- Larry Talyor
- Michael & Diane Wilds

Grill Master Larry Taylor served up brats, burgers and chili at the track-side tent and viewing area.



Dave Mackintosh reports that two cars running side by side and a guard rail got into an argument. The driver did walk away. His steed looks mighty bent up, though.



Susan McKenzie's Union Jack feather flying high!

Toly Arutunoff Returns to Lake Garnett

By Russ Sifers



Toly Arutunoff is an internationally celebrated sports car racer and unique car collector. He raced a 1957 Porsche Carrera Speedster GS at the original Lake Garnett Grand Prix in 1959, the first year. Toly raced all over the SCCA races in the U.S and also raced in Europe. He won the 1981 H-Production SCCA national championship and the President's Cup.

Toly came back to the Lake Garnett Grand Prix Revival this year to celebrate the 60th anniversary and to run his 2002 Qvale Mangusta in the 80 MPH group. Toly and Brian Haupt (who raced in 1972, the last year of the original races) were named our Grand Marshals.

Pam and I had the honor of hosting Toly for the weekend at Lake Garnett and listening to his many stories. Toly enjoyed showing his car Saturday. It is a rare Italian car with a Ford V-8. Less than 300 were made. While he enjoyed showing his car he had even more fun running on Sunday.



Many other drivers came to Toly to greet him and get their photos taken with him. Others, like me, bought his books ("One Off" and "Steering with Your Knees") and had him autograph them.

How did Toly enjoy the current Lake Garnett Grand Prix Revival? In one of my books he wrote, "Garnett is an undiscovered JEWEL!" and in the other, "The only thing sweeter than VALOMILKS is a fast lap around Garnett."

WEDGE WORDS

By Steve Olson

At a club social I proudly showed off the first place ribbon awarded to our TR8 at the Colorado English Motoring Conclave car show this September in Arvada, Colorado which is a suburb of Denver. There were several Triumph wedge shaped cars on the field and I am certain several of them were nicer automobiles than ours. For instance there was an Inca yellow TR7 fixed head coupe that was spotless, very low mileage, original paint, and except for a couple bolt-on engine updates was just as it had left the factory only more highly polished. Our car is a rolling restoration that got wiped down quickly in our motel parking lot. Ours was repainted in the original Platinum color 25 years and 100,000 miles ago so it has plenty of battle scars. Though our engine is stock and untouched and still wears the twin Zenith carbs but has somehow lost most of its emission control devices so is certainly not close to concourse ready nor is it spotlessly cleaned. Ours is a driver. That TR7 was a local car from just a few short miles away. Ours had been driven from Kansas City plus had cruised around Colorado's mountains for the better part of the preceding week. But I made no attempt to play up the miles it had been driven. I didn't even spend any time at my car during the show to chat up the voters. I was busy drooling at all the other cars on the field and marveling at how many unusual makes and models were there. I never even considered any possibility of taking home a trophy.

But participants' choice awards are unpredictable. The finest car does not always win unless it happens to be in a class where there are no other entries. Most owners vote with their hearts more than their minds. I have seen a cute stuffed animal sitting behind the wheel capture interest and votes. Sometimes it is displays of period advertising or a photo album of stages during a complete restoration that draws folks. Sometime it is just being the one parked closest to the ballot box that gets the lazy votes. Sometimes it is toy or model car painted like the full size car. Sometimes it is a period costume for the driver. Sometimes it is a display of trophies won at other shows. A friend once offered lookers a free beer if they voted for his car and it won. Sometimes these things work but having tried and failed with some of them I know they are not guaranteed tactics. But I know the one thing you can do to almost always influence voters: Sit by your car and strike up conversations with them. This time around my navigator took on that role while I was out gallivanting around the field swapping travel tales and road warrior stories with others. It was her efforts to which I owe the award.



Look closely and you will see my vote influencer sitting behind the TR8. And look more closely you will see Pat Fisher's TR 250 in the background among a few of the many other interesting cars. You can see why I was busy all day drooling over everyone else's cars. They once drew about 500 to this event but I think this year may have been more like 400. I used to enjoy all the vendors but of course now online selling has reduced those to just a few. Still this is a big and diverse show that I hope to attend again next year. If nothing else it makes a good excuse to drive your car in the beautiful Rocky Mountains.

As Luck Would Have It...

The “British Beast” Scared the Hell Out of Me

By Craig Simon

“Heh Jim, I just bought a Norton motorcycle.”

“Why?” Jim stated, looking at me not to surprised. “You have your Triumph, what are you going to do with a motorcycle”.

“I don’t know but it was only \$100!”

What my roommate and trusty Triumph co-pilot did not realize, it wasn’t just any motorcycle. It was a Premier English road bike. A 750 Norton Commando and not just any 750 Norton but one with an up graded 810 Dunstall kit installed. Different Head, piston, exhaust and carburetor, taking it from a really, fast 750cc to a really, crazy fast 810cc. (At least crazy fast by 1976 standards). I also didn’t mention that it didn’t run and had no title. But Heh. It looked cool and it was only 100 bucks! It even had the European style “clip on” handlebar and foot peg set up. (shifter and brake pedal set way back and handlebars set low like on Grand Prix road racers). I had been riding dirt bikes since I was 16. Loved motorcycles. I knew a little about British bikes BSA, Royal Enfield, Triumph, Norton but had never owned one. I figured I’d expand my riding experience. Besides, how different could riding an 810cc Norton be? Twist throttle on right. Front brake on left. Shifter by left foot, rear brake on right. Just like my ‘Ole Penton. Sure, my Penton was a 125cc and this Norton was almost seven times bigger at 810cc. 0-60 would be little quicker of course, but other then that, they were the same. Kinda.



Hand is under 810 Dunstall insignia

The year was 1976. My last semester at University of Maryland, Munich, Germany extension. A student at school had this Norton. I don’t remember where he got it, but he bought it thinking he could get a new title for it, then worry about getting it running. He couldn’t get a title or least it was too much of a hassle. I called my Dad (he was a Captain and XO of a ship stationed in Italy) and told him about my great purchase. I sent him bill of sale with motorcycle info on it and 4 weeks later had a title. (Navy takes care of their own). I got the Norton running, then took it for a ride and **as luck would have it... the British Beast scared the hell out of me!**

Riding the Norton, with the tachometer, and speedo staring at me, inches from my face, legs straddled behind me, was like riding a big fat log down the rapids. I felt like the actor Slim Pickens as he’s riding the Atom bomb down in the last scene from the movie Dr. Strangelove, except I wasn’t waving a cowboy hat and yelling yippee. The road and bodily harm felt just inches away.



Lucky for me it did. Before I got it running, I was in process of figuring out how to dismantle and stuff it in my Triumph for my upcoming trip to Morocco. Now that would have been an amazing picture. My stereo system, guitar, beer mugs and motorcycle stuffed in my Triumph.... but in hindsight it was doomed for failure. Just so you think I was not completely insane, I had no intention of taking the frame. That would have been silly. I figured I could find another frame back in the states. Scaring the crap out of me influenced me to sell it, so I sold it for \$300 a few weeks later.

Installation of Cruise Control

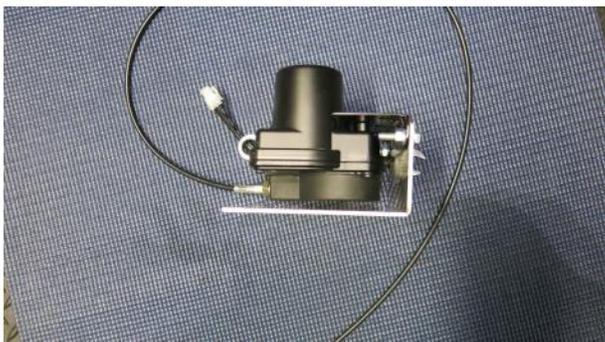
By Roger Elliott

Once I purchased the cruise control kit, I had to figure out how and where I was going to mount it. I came up with a couple of ideas. One place was in the engine compartment on a shelf just in front of the passenger, the second place was in the passenger foot well.

When I tried positioning the unit I realized one of the drawbacks of universal fit cruise controls. The wires and the actuator cable are long enough to go clear around the engine. I thought about cutting the cable off to a more suitable length for the TR250, but was advised against it as I would not be able to match the quality of factory end. When I looked at how I would have to route the cable or where I would have to place the actuator to have it not look horrible, I decided I did not like the idea of mounting the unit in the engine compartment.

The instructions recommend putting the actuator motor in the engine compartment. As far as I could tell the main reason for that was due to the noise that the motor makes. I did not see that as being a problem in the TR250. (In the driving we have done with it installed, we have not noticed noise coming from the unit). So, I went with installing the unit in the passenger foot well. In the TR250, we don't even notice it is there when riding in the car. There are two bolts on the shelf in the engine compartment in front of the passenger, and I have wondered what they were for. Steve Peak informed me that the bolts were to hold an accessory speaker kit when the cars were new. Turns out the holes were in the perfect position for my purpose.

I received the picture to the right of a unit installed in a TR6 on top of the shelf in the engine bay from a Team.net cohort. He has replaced the throttle linkage with a cable so he could route the actuator cable differently than I could. The only way I could see hooking the actuator cable up to the linkage in the 250 in this location involved wrapping the cable around the actuator a couple of times. I did not like how that would look.



So, I opted to install the unit inside the car. I had a bracket made of aluminum (the L shaped piece) to mount the actuator to the car.

Here are the units installed in the passenger foot well. I still had to loop the cable around more than I wanted, but it is hidden. Bends in the cable are supposed to be limited to 300 mm (11.8 inch diameter). I am not sure I succeeded in doing that, but hopefully it is close.



The unit on the left is the actuator. It is held in place by the two bolts that originally held the accessory speaker. The small box on the right is the electronic module and is held in place by heavy duty two-sided mounting tape.

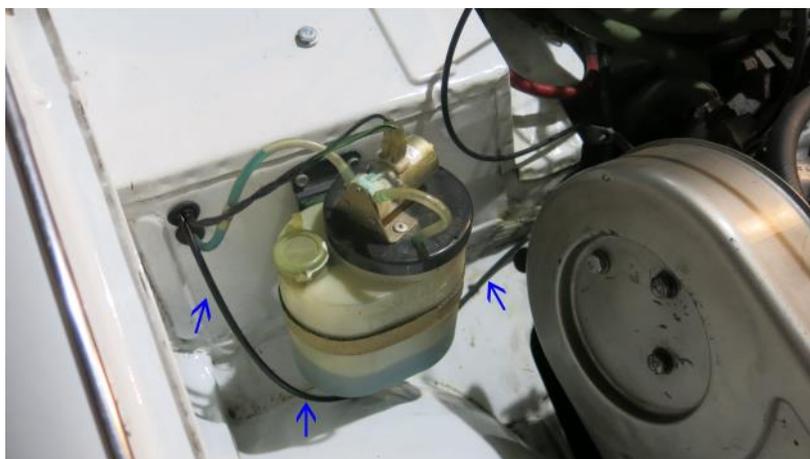
The kit comes with several pieces that can be used for making an attachment to the throttle. Two things to consider are: the actuator cable should only be able to pull through about 80% of the carb linkage range— you don't want the actuator to be straining to pull past the linkage range; the actuator cable needs to be pulling within 20 degrees of the direction the linkage moves.



Here are the pieces I modified on the TR250 linkage:



Here it is installed on the car. The actuator cable is not connected yet.



I ran looped the actuator cable around and ran it out the hole next to the windshield washer bottle and looped it around to the linkage.



The unit has a function to prevent over-revving the engine, so a clutch switch may not be necessary, but I feel better having one in the car. I bent a piece of metal to hold the brake switch I purchased from NAPA. Here is the bracket I made and how I installed it in the car.



We opted for the dash control instead of the stalk control. I bent a piece of metal to wrap around the crash pad on the bottom of the dash just to the right of the steering wheel to hold the unit.



Hooking the electrical connections up were straight forward for the most part.

1. Connect the orange wire to a switched terminal on the ignition switch.
2. Connect the yellow wire to the negative side of the coil for the input signal.
3. Connect the green wire to a ground.
4. The brown and brown/white wires have be connected to the brake switch. If you have LED tail lights another step must be taken, more on that later.
5. Connect the purple wire to the brake switch that was installed on the clutch.
6. Tape off or remove the blue and black wires as they are not used when the coil is used for the input signal. I opted to remove them from the harness.
7. Connect the plugs for the control module.
8. Connect the plugs for the actuator module.

There is a set-up procedure to follow to prepare the unit for use once it is installed. It is described fully in the installation manual, so I will not repeat them here. They were easy to follow.

I am happy with the way the installation went. It took me awhile to figure it all out, but I only drilled four holes to complete the installation. Two holes were in the throttle linkage and two were in the metal lip under the dash to hold the control unit in place.

On our trip to Colorado, the cruise control worked flawlessly – as long as the lights were not on. When the tail lights were on, the unit thought that the brakes were being applied. After doing some research I decided the problem was related to having LEDs installed for the brake/tail lights.

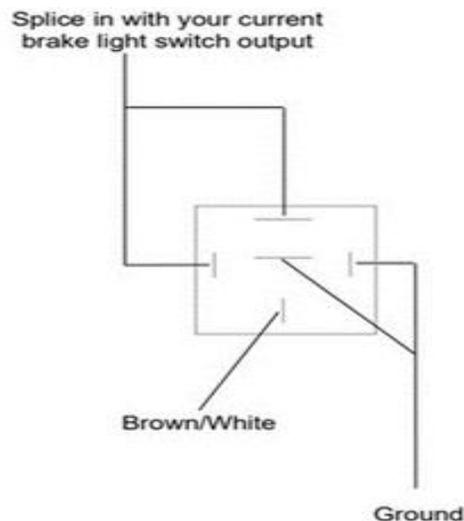
Many of the suggestions on line were to but resistors in the line so that the resistance was similar to regular incandescent tail-lights. I did not like that idea as that would put hot spots where the resistors are. Plus one reason for using the LEDs is lowered current usage – the others are brighter lights (not a given with LEDs but I have verified that ours are) and faster response as the filaments don't have to heat up. I don't know how much difference the faster response makes, but I definitely like the brighter lights.

I found a couple of references to putting a relay in the brake light circuit, but the references that I found on line seemed to be for cruise controls that are wired a bit differently than the one I installed. I contacted Hotwire, where I purchased the unit. Chris told me that some the other units (newer drive by wire units) mention the problem of LED taillights and there was a relay that could be added. He found one, but said it did not look like it would work for the unit I had and that he would draw one up and email it to me.

I put the relay in, as diagrammed and it took care of the problem.

Cruise Brake Light Switch Relay Diagram (For use with LED Tail Lights)

Brown/White:	Hook to #30 on the relay
Ground:	Hook to #87A on the relay
Ground:	Hook to #86 on the relay
Brake Switch Output:	Hook to #85 on the relay
Brake Switch Output:	Hook to #87 on the relay



Annual Dues

Just a reminder, the club's annual dues for 2020 should be paid by December 31, 2019. The annual dues are \$20 (\$25 if you want a printed copy of the newsletter mailed to you) and can be paid in person at the Club Night Out or by mailing a check made out to Kansas City Triumphs SCC.

Mail to:
 Mark Gillissen
 KC Triumphs
 9131 Darnell St
 Lenexa, KS 66215

Payment can also be made through the club's website, kansascitytriumphs.com. Select the join tab, fill out the form and select "I want to pay my dues with PayPal". You will be redirected to PayPal for payment.

Save the Date!

It's time to make plans for Drive Your Triumph Day, February 10, 2020.

Rye Livingston with the Triumph Travelers Sports Car Club in Northern California is once again encouraging Triumph car owners to drive their Triumphs on February 10th in honor of Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after the war, and went on to make the cars we enjoy driving today. This celebratory drive has been building momentum every year. For 2019 he received 350 photos from all over the world: UK, Scotland, Ireland, New Zealand, Australia, South Africa, Uruguay, Netherlands, Switzerland, Germany, Italy, Finland, Canada, Holland, Czech Republic, and of course all over the USA. This year is going to be a bit more of a challenge as February 10th falls on Monday. As tempting as it may be to plan a drive for the weekend, we're going to keep true to the day and only submit photos only taken on Monday, February 10th, 2020. If you still work for a living, take your Triumph to work and pop-out for a quick mid-day photo session.



The plan is to meet at the Kansas City Automotive Museum, 15095 W 116th St. in Olathe, KS (just off of Strang Line Rd.) at 11:30 for individual and group photos of our cars and drivers, then travel a short distance to the Granite City restaurant on the SE corner of 119th and BlackBob Rd. for lunch. As with last year, Plan B for our lousy Mid-West weather is to take a photo of your car peeking out of the garage into a howling storm. Have fun with it, and participate.



Find us on:
facebook®

<https://www.facebook.com/kansascitytriumphs/>

NAME THE LBC



Hint: A front view would give it away



October's mystery LBC is the Triumph Italia. See story below.

Triumph Italia

Excerpted from Wikipedia

The Triumph **Italia 2000 Coupé** was built between 1959 and 1962. By most accounts, only 329 of these hand-crafted bodies on TR3 chassis were ever built – known as the Triumph "Italia 2000 Coupé." Designed by Michelotti and built by Vignale in Turin, it was thought that these cars would appeal to people willing to spend more for the dependability and ease of obtaining stock mechanical parts of a Triumph, but who wanted a better looking car than the standard Triumph - *Italian bodywork at its best, British tradition in sports car engineering at its finest.*"

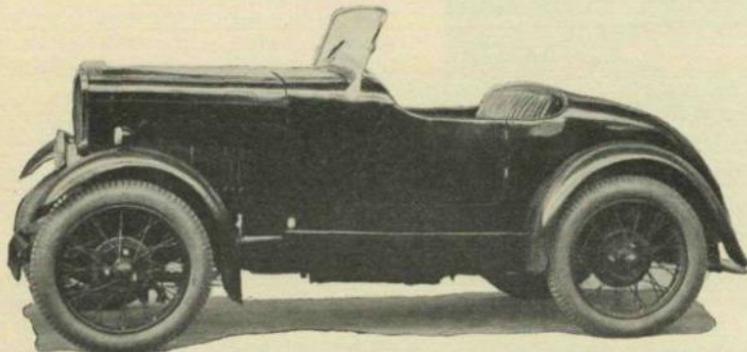
Ruffino, the Italian company that distributed Standard-Triumph in Italy, envisioned building 1,000 cars with worldwide distribution including the American marketplace. There was a verbal agreement to have every Triumph dealer (720) purchase an Italia. The Italia never became an official model of Standard-Triumph.

Faced with ensuing financial and labor problems, Standard-Triumph was taken over by Leyland Motors in 1961 and new management did not follow through with the verbal contract. Perhaps fearing increased competition, Triumph concentrated their efforts on the new TR4 to be released in 1962. The TR4, also designed by Michelotti, clearly borrowed many elements from the Italia: the distinctive bonnet bulge, kick-up door with wind-up windows, and roomier modern body design. With Triumph's decision not to distribute the Italia, Ruffino re-badged the car as the Italia 2000 and continued production. Over a three-year production period (mid-1959 to mid-1962) Vignale produced approximately 329 cars.

Most Italia sales in America were handled by Stutz Plaisted Imports (Salem, Massachusetts). Even though production came to a close in 1962, the last 30 cars sat in Italy until 1964. When Ruffino relinquished his Standard-Triumph distributorship, Triumph shipped these last cars to the U.S. Some were used at S-T's office in New York, and others were sold through various dealers, the last few being sold in 1965. Slow sales can be attributed to the expensive \$5,000 price tag (\$1,000 premium over the TR3). Body parts were not stocked outside Italy and buyers were required to sign a release form of acknowledgment. Hagerty values the car at \$150k for #1 condition to \$46K for #4.

THE TRIUMPH "GNAT"

An Economical Small Car with a Lively Performance.



A very neat job—the Triumph "Gnat."

THE tremendous increase in the popularity of the small sports car has been one of the most prominent features of motoring in the last few years. Its touring brethren have shown that the comparatively poor man can now take up motoring, without becoming insolvent as a result, and now it is proven in addition that the poor man can also motor with considerable speed and snappiness, without financial embarrassment.

The whole-hearted small car enthusiast will carry his argument still further, and will definitely state that something well under 1,000 c.c. will provide all the performance that anyone can want, so that the big car is entirely superfluous. When he reaches this stage it is time to mention gently that he has forgotten one or two points, and that people sometimes buy cars for reasons of accommodation, power at lower engine speeds, and even to exceed the admittedly fine performance of the "baby." Nevertheless, there are thousands of actual and potential motorists to whom the small car has an irresistible appeal, not only on the score of hard cash, but by reason of the fascinating handiness of this type, enabling averages through traffic and over narrow and difficult roads which are unsafe or impossible on a larger vehicle.

A recent week end during which we had a Triumph "Gnat" at our disposal, enabled us to see even more vividly, why it is that the small car enthusiast is increasing in numbers.

There are many points about the Triumph chassis which have always appealed to us as being modelled on the best car design and practice. The whole job is extremely solidly constructed and neatly laid out. It is essentially a large car in miniature, and the finish is beyond reproach. It is built to the designer's ideal of specification first, and to be sold at a low price as a secondary consideration.

A tireless "revver."

The chief feature of the engine is the fact that in spite of its small size it employs a 3-bearing crankshaft, and the result amply repays any extra cost that may have been incurred in so doing. Throughout its full range of speed (and 5,000 r.p.m. is nothing to worry about on this model), it is absolutely smooth, and in spite of the high engine speed inseparable from such a small unit, there is never any feeling that it is being overdriven or stressed in any way.

The top gear ratio of 6.25 means that the r.p.m. are very high indeed, as it is possible to hold 60 m.p.h. for miles on end when conditions allow, and a maximum speed of 65 m.p.h. is attained.

Acceleration is good on top gear, and especially so on the second gear of 11.1 to 1, but we should have preferred the lower ratios to be rather closer to top, as this would improve the performance on hills, which good as it is, sometimes seems to be asking rather a lot from the engine when all out on second

gear. We must admit, however, that the engine does not appear to mind in the least how much it is revved, so the objection is not a serious one.

Solidity with Snappiness.

Handling on the road was good, and the robust chassis and normal layout of the springing assist to give it a very steady feeling at all speeds, which makes one imagine oneself to be at the wheel of a much larger vehicle. The steering was good on the straight and very steady, but though it was perfectly well-behaved on corners, there was not as much caster action as we should have liked, with the result that it was apt to feel just the least bit "dead." The car itself was particularly free from any rolling on corners, although not built excessively low.

In fact the ground clearance has been kept by careful design at no less than 8", which makes the car very suitable for trials work, especially in view of its low gears and ample power output of just over 23 h.p. at 4,000 r.p.m.

Some excursions over rough going with this particular car further confirmed the impression of strength which we got as soon as we took it over, and in spite of some rather abnormal banks and boulders attacked in the course of our wanderings we failed to ground anything.

The brakes are one of the outstanding features of this car, and are liable to take one quite by surprise at first. They are hydraulic, on the Lockheed principle, and although tremendously powerful are not fierce. They will bring the car to rest in 50ft. from a speed of 40 m.p.h., on a dry tarmac surface, which is a performance considerably above the average.

The bodywork is well finished, and comfortable, and the whole car possesses many attractions to the owner who wants a neat 2-seater, cheap to run, and with a performance which enables him to hold many much larger and most costly vehicles on the road, and to stand a good chance in competitions.

Club Board Meeting Notes

By Warren Wood, Secretary

The Club's Board of Officers meets monthly to take care of the "business" of running the Club and to plan future events and activities. Here is a brief summary of the main topics considered by the Board at its last two monthly meetings. The Board always reviews and approves the monthly Treasurer's reports and plans for upcoming events, but unless there was something unusual, those reports won't be discussed in these summaries. Questions or comments? Please contact a Board member.

Board Meeting of Oct. 21, 2019:

Selected Black Hoof Park in Lenexa as the venue for the Club's June 7, 2020, Summer Picnic. -- Confirmed a December 12 reservation for the Club's Holiday Dinner at the Shawnee Hereford House. -- Planned to hold a membership vote on May 7, 2020, to amend the By-Laws to change the Annual Meeting date from the month of January to the month of December. -- Discussed possible ways to spend down some of the funds in the Club's treasury. -- Reviewed the Vintage Triumph Register's published criteria for judging member clubs' newsletters in the VTR's annual "best newsletters" competition.

Board Meeting of Nov. 18, 2019:

Agreed to have the Club subsidize part of the cost of the Holiday Dinner, in the effort to spend down some of the funds in the Club's Treasury. -- Reviewed and approved the 2020 budget. -- Larry Taylor will host the Annual Planning Meeting at his home on January 18, 2020. -- Planned for the February 10, 2020, "Drive Your Triumph Day" celebration of Sir John Black's birthday. Weather permitting, participating members will meet at the Kansas City Automotive Museum in Olathe for a group photo, followed by lunch at Granite City Restaurant.

JOIN KANSAS CITY TRIUMPHS

NEW MEMBER APPLICATION

The Kansas City Triumphs Sports Car Club is dedicated to the preservation and restoration of Triumph sport cars. We are a social club of approximately 100 enthusiasts from all over the Midwest. The club hosts monthly gatherings, driving events, group email and technical sessions giving you many opportunities to enjoy your Triumph and other little British sport cars. We publish a bimonthly newsletter sent to all members. All members receive a 10% discount from Victoria British. Don't worry if you don't currently have a Triumph or if your car is less than perfect. We welcome all Triumph enthusiast and other British sports car owners.

To join or renew, complete the application and mail with a \$20 check (\$25 for paper copy of newsletter) to:

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_____	_____	_____	_____
_____	_____	_____	_____

2019 CALENDER OF EVENTS

By Larry Taylor, Activities Coordinator

<u>DECEMBER</u>		
	12/12	HOLIDAY PARTY
	12/17	OFFICERS MEETING, 6:00 PM
<u>JANUARY</u>		
	1/2	CLUB NIGHT OUT, PEGAH'S 6:00 PM
	1/18	ANNUAL PLANNING DINNER
	1/21	OFFICERS MEETING, 6:00 PM
<u>FEBRUARY</u>		
	2/10	DRIVE YOUR TRIUMPH DAY - 11:30
	2/6	CLUB NIGHT OUT, PEGAH'S 6:00 PM
	2/18	OFFICERS MEETING, 6:00 PM

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Planning for a Triumphant Trip

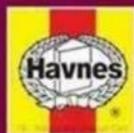


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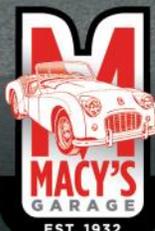
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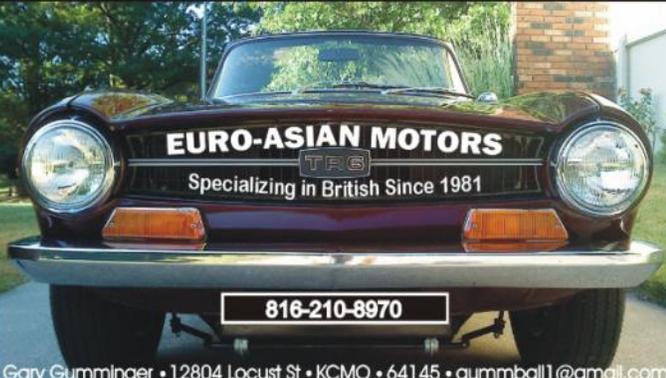


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was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Membership benefits include a bi-monthly magazine, *The Vintage Triumph*. To join, send \$35 for a one-year US membership to:

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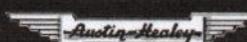
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Classified Advertising

1973 Triumph TR6

- 1973 model – Trapezoid blinkers; low bumper
- British Racing Green (BRG), black-out rear fascia
- Frame-up restoration completed in 2016-17
- Total engine, transmission, suspension, and hydraulic rebuild
- Solid body including floor pans, rocker panels, fenders, fascias, and inner sills, no rust anywhere
- Recent top in good shape clear zip-out, no tears or holes.
- Recent biscuit interior including crash pads, dash cover, and seats. Refinished original wood dash
- All gauges work, glove box locks and has keys, under dash lights work etc
- New wheels and tires with extended warrantee
- Located in Overland Park, KS
- A treat to drive, but I am getting too old to do so.
- Asking \$26,950
- Contact Michael at (913) 909.9408



1951 MG TD

- Well maintained driver. Build date February 13, 1951.
- Odometer has been reset during a 1983-1988 frame off rebuild.
- Complete records of rebuild and major expenses since 1988
- Current mileage on odometer; 12,618.
- Replacement of wood and metal in 1983-88 were stock - MG TD parts.
- Car places well in local shows.
- Only driven 321 miles since June of 2015.
- Includes original owner's manual, shop manual, Whitworth wrenches and original jack
- Paint in fantastic shape for the 32 years since car rebuild
- Top is old but serviceable, Side Curtains are in very good condition.
- Prior owner invested \$15,000 in car
- **Price reduced to \$16,900**
- Located in Olathe, KS and can be inspected indoors
- Phone: 913 469 4306 (leave message) or email bhaefner@gmail.com



Classified Advertising

1962 Triumph TR4

- Early "white dash" car registered as a 1962
- Signal red with black interior and wire wheels
- Frame-off restoration completed in 2005
- Total engine, transmission and hydraulic rebuild
- Solid body with new floor pans, rocker panels and inner sills
- New interior including dash, crash pads and leather seats
- New Top and tires
- Located in Leawood, KS
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- Contact Jeff at jeffreystockwood@gmail.com or 816-506-1509



1972 Spitfire Mark IV

Work done in last 17 months: New convertible top, rebuilt transmission and new clutch, new rear leaf spring and shocks front/rear, new muffler/tailpipe, rebuilt both seats with new foam, new carpet, new fuel gauge, u-joints, battery, radio and speakers, floor mats, fuel pump and seat belts.

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